BookletChart™

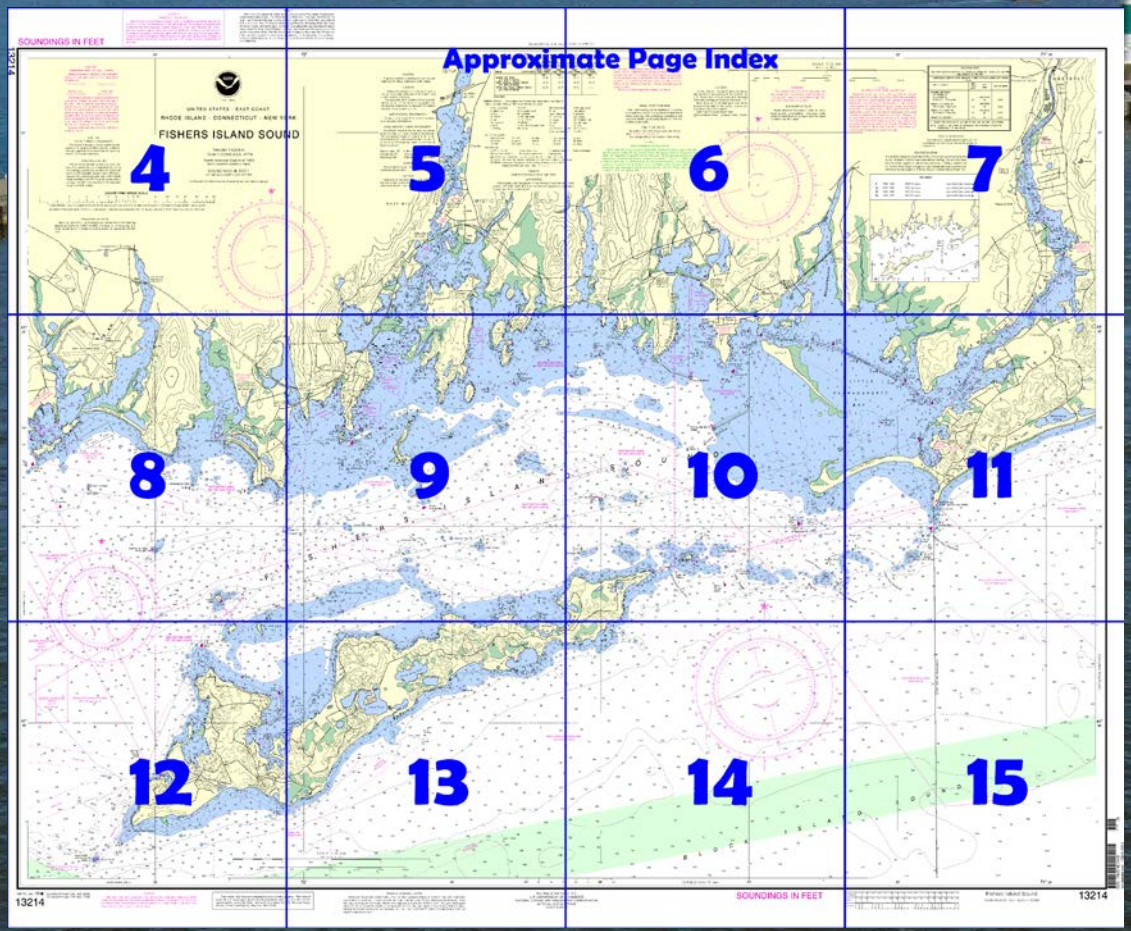
Fishers Island Sound

NOAA Chart 13214

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

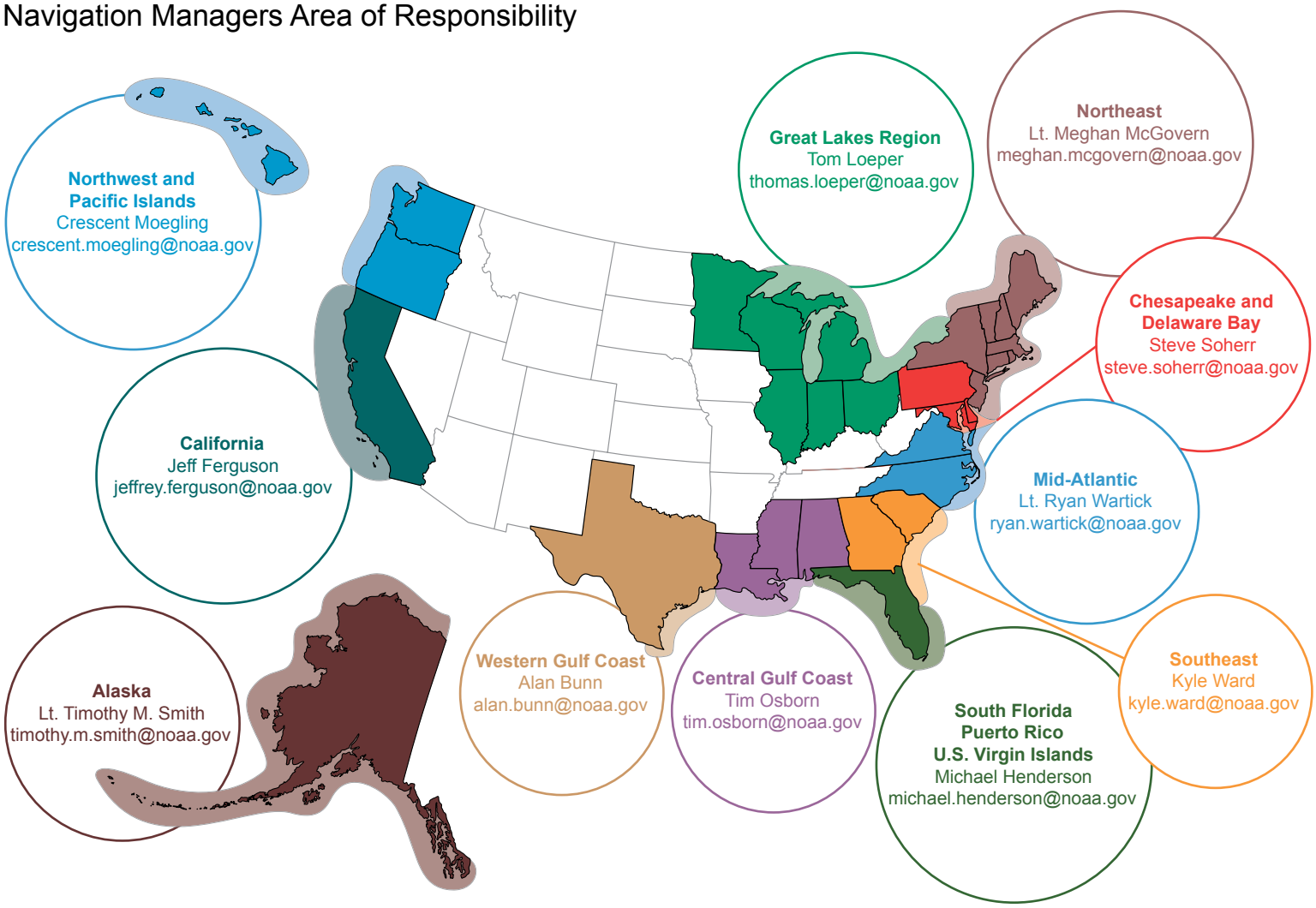
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13214.

(Selected Excerpts from Coast Pilot)
Watch Hill, about 17.5 miles west of Point Judith, is a high bare bluff on its easterly side with several large hotels and summer houses.
Watch Hill Light (41°18'14"N., 71°51'30"W.), 61 feet above the water, is shown from a square gray granite tower, 45 feet high, attached to a white building with a red roof, on **Watch Hill Point**.
Gangway Rock, awash at low water, is part of a boulder reef extending about 0.2 mile south from Watch Hill Light. A lighted bell buoy marks the south end of the reef. A submerged rock is about 50 yards northward of the buoy.
Watch Hill Passage is the principal entrance to Fishers Island Sound from eastward, and the only one used by strangers. It has a least depth of about 17 feet. A spot with 12 feet over it in the passage is marked by a buoy; the best channel is northward of this buoy, giving it a berth of about 150 yards.
Watch Hill Reef, on the southwest side of Watch Hill Passage, has rocks that bare and is marked by a gong buoy.
Sugar Reef Passage, between Watch Hill Reef and Sugar Reef, has a width of 0.3 mile; the least depths are about 22 feet.
Sugar Reef, some 500 to 600 yards in extent, is covered 2 to 12 feet and should be avoided; it is marked by a buoy off its north side.
Catumb Rocks, the highest of which are awash, are marked by buoys on the north, southeast, and southwest sides. Rocks covered 1 to 18 feet extend 0.8 mile westward of Catumb Rocks to the buoy that marks the east side of **Lords Passage**. This passage, about 0.3 mile wide, has a least depth of 16 feet.
Wicopesset Passage, between Wicopesset Island and East Point, is narrow and is obstructed by a rock in the middle marked by a buoy; it is suitable only for small craft and should not be used by strangers. A bell buoy marks the southern entrance. Extreme caution is recommended when using the passage as the ebb current is apt to set boats on the foul ground.
Fishers Island is 6 miles long. **Chocomount**, 136 feet high, is the highest point on the island. **East Point,** at the east end of the island, is marked by several large houses. The former Coast Guard station at East Harbor, about 1 mile from East Point of Fishers Island, is prominent. The radar antenna on **Mount Prospect**, near the west end of the island, south shore, is the most prominent landmark on Fishers Island from seaward. The south side of the island is fringed with foul ground which rises abruptly from depths of 42 to 48 feet, but by giving the shore a berth of 0.5 mile, all dangers will be avoided.
Race Point Ledge, partly bare at low water, extends about 0.2 mile southwestward from **Race Point**, the southwest extremity of Fishers Island, and is marked at its end by a buoy. Inside the buoy are boulders with 2 to 9 feet over them. The passage between the buoy and Race Rock Light has very irregular bottom; the least depth is about 18 feet. It is suitable only for small vessels with a comparatively smooth sea.
Race Rock, on the northeast side of The Race, is nearly 200 yards in diameter, with a depth of 8 feet. A ridge with a least depth of 28 feet extends about 120 yards SSW of Race Rock. Another ridge, extending in a north-south direction with a least depth of 38 feet is about 320 yards east of Race Rock.
Race Rock Light (41°14'37"N., 72°02'50"W.), 67 feet above the water, is shown from a granite tower attached to a dwelling on a granite pier on the rock. A sound signal is sounded at the station. The sound signal is reported at times to be inaudible when a vessel is approaching from eastward and is close southward of Fishers Island.
Fishers Island Sound extends between the mainland of Connecticut and Fishers Island, and forms one of the entrances into Long Island Sound that is used to some extent by light tows and other vessels up to 14-foot draft. The sound has numerous shoals and lobster trap buoys, and the entire area is exceedingly treacherous, characterized by boulder patches that rise abruptly from deep water. Vessels should follow the deeper channels between the shoals and proceed with caution if obliged to cross shoal areas.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Navigation Managers Area of Responsibility

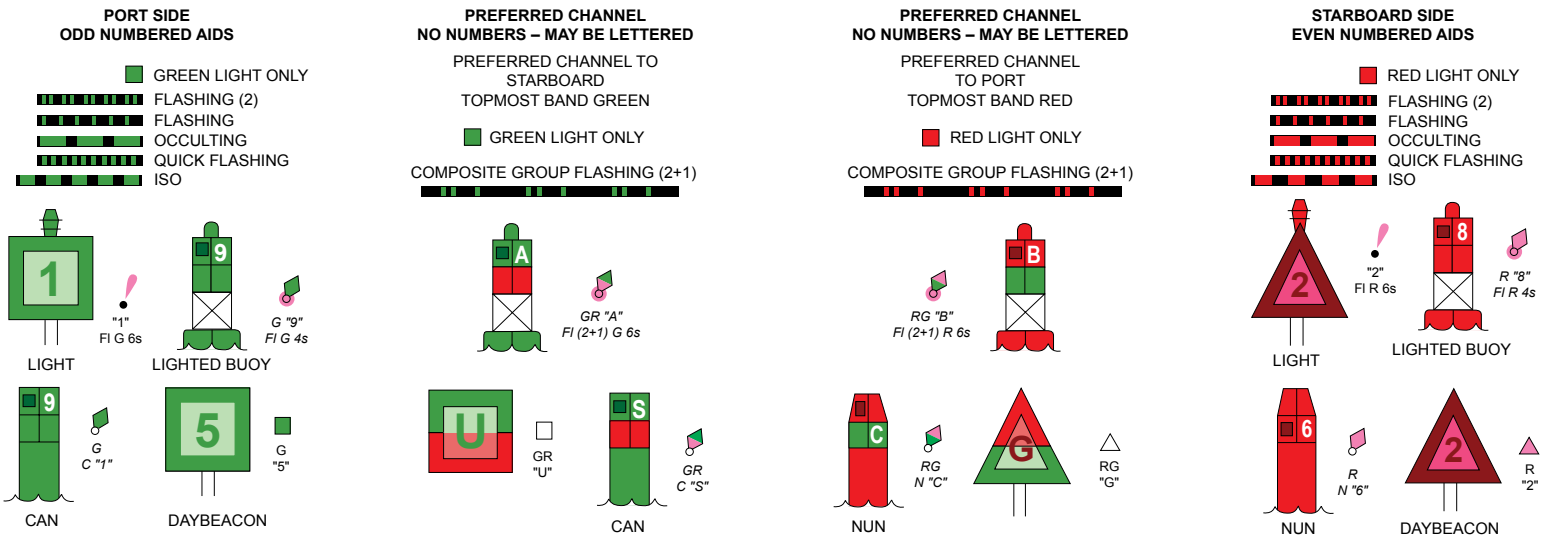


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

02'

22'

41° 20'

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.356" northward and 1.737" eastward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

RHODE ISLAND - CONNECTICUT - NEW YORK

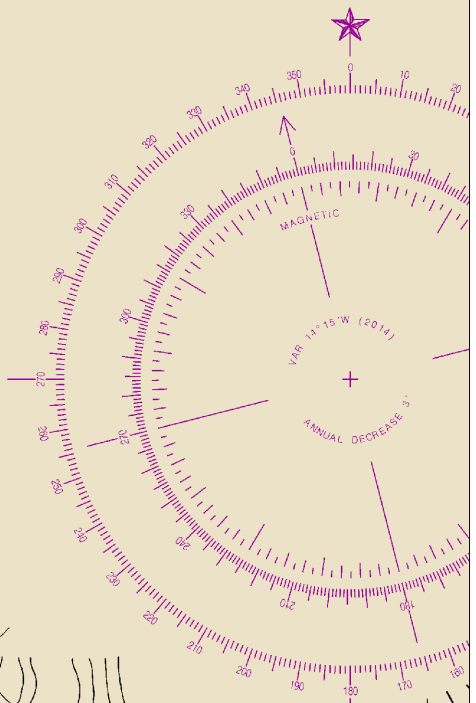
FISHERS ISLAND SOUND

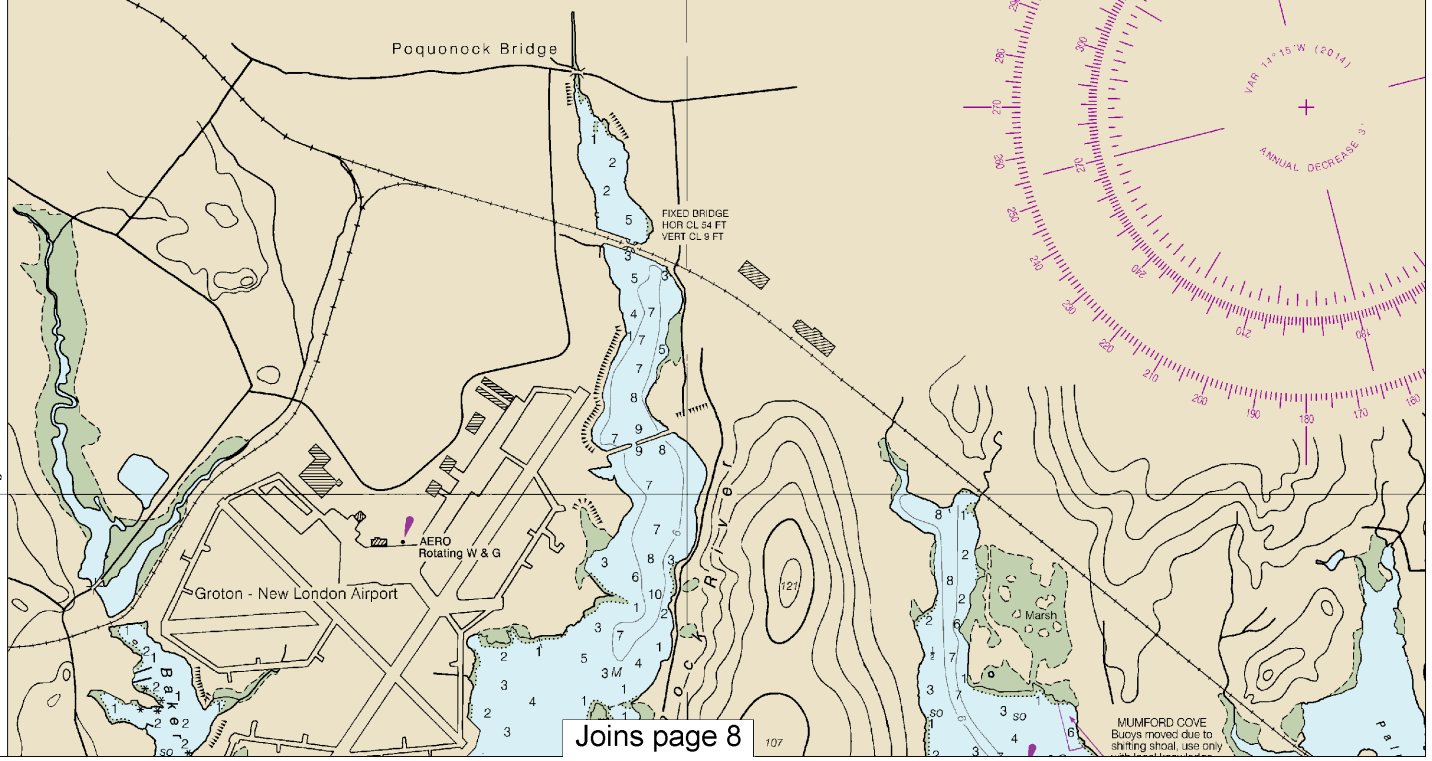
Mercator Projection
Scale 1:20,000 at Lat. 41°18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.





Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

See Note on page 5.

72° 58' 57' 50" 40" 30" 20"

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New London, CT	KHB-47	162.550 MHz
Providence, RI	WXJ-39	162.400 MHz
Riverhead, NY	WXM-80	162.475 MHz

NOTE B

These waterways are marked with numerous uncharted private aids.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soun: Mean Higher High Water	Mean High Water
		feet	feet
Watch Hill Point	(41°18'N/71°52'W)	2.9	2.7
West Harbor	(41°16'N/72°00'W)	3.0	2.7
Silver Eel Pond	(41°15'N/72°02'W)	2.8	2.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-tim tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents

(Jan 2014)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR
Al alternating	IQ interrupted quick	N nun	Rot ro
B black	Iso isophase	OBSC obscured	s sec
Bn beacon	LT HO lighthouse	Oc occulting	SEC
C can	M nautical mile	Or orange	St M
DIA diaphone	m minutes	Q quick	VQ v
F fixed	MICRO TR microwave tower	R red	W wh
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS
		R Bn radiobeacon	Y yel

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so so
bk broken	G gravel	h hard	Rk rock	Sh sh
Cy clay	Grs grass	M mud	S sand	sy sti

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ———

HEIGHTS

Heights in feet above Mean High Water.

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

50° 40° 30° 20° 10° 56' 50' 54'

INFORMATION

	Height referred to datum of soundings (MLLW)		
/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
'N/71°52'W)	2.9	2.7	0.1
'N/72°00'W)	3.0	2.7	0.2
'N/72°02'W)	2.8	2.5	0.2

vailable datum values for a tide station. Real-time water levels, ilable on the Internet from http://tidesandcurrents.noaa.gov.

d Abbreviations, see Chart No. 1.)
dicated):

	Mo morse code	R TR radio tower
k	N nun	Rot rotating
	OBSC obscured	s seconds
	Oc occulting	SEC sector
	Or orange	St M statute miles
	Q quick	VQ very quick
wave tower	R red	W white
	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

gray	Oys oysters	so soft
ard	Rk rock	Sh shells
mud	S sand	sy sticky

n	PD position doubtful	Subm submerged
roximate	Rep reported	
clear to the depth indicated.		
nts in feet above datum of soundings.		
nting Collisions at Sea, 1972.		
s: – – – –		

HTS
Mean High Water.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SMALL CRAFT WARNINGS

Small craft warnings will be diplayed from sunrise to sunset from Suffolk County Marine Police Patrol Boats underway in the coastal and navigable inland waters of Suffolk County Long Island New York. For boating season only.

NOTE C

RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

SCALE
Naut
½ 0
500 0 500

WARNING

The prudent mariner will not rely solely
any single aid to navigation, particularly
floating aids. See U.S. Coast Guard Light L
and U.S. Coast Pilot for details.

MAGNETIC
VAR 14° 15'W (2014)
ANNUAL DECREASE 5'

Joins page 5

Quiambog Cove
Quanaduck Cove
FIXED BRIDGE HOR CL 20 FT VERT CL 6 FT
FIXED BRIDGE HOR CL 50 FT VERT CL 3 FT
OVHD PWR CAB AUTH CL 41 FT
OVHD PWR CAB AUTH CL 38 FT
FIXED BRIDGE (WEST) HOR CL 56 FT VERT CL 4 FT OVHD PWR CAB AUTH CL 41 FT
FIXED BRIDGE (EAST) HOR CL 67 FT VERT CL 5 FT OVHD PWR CAB AUTH CL 41 FT
Lords Point
Lords Pl
Tumble down Dick
Twin Brothers
Rock I
Red Reef
RESTRICTED AREA
165.100 (see note A)
Wamphassuc Pt
STONINGTON HARBOR
SPECIAL ANCH AREA
110.1 & 110.50
(see note A)
STONINGTON
TANK
CLOCK TR
Edwards Pt
Elihu Island
Goat I
Sandy Pt
Stonington Pt
Academy Rk
Ramp
Fl R 4s 4M "8"
Fl G 4s
Ruins
Piles
Foul
Groins
Dolphins
Swivel

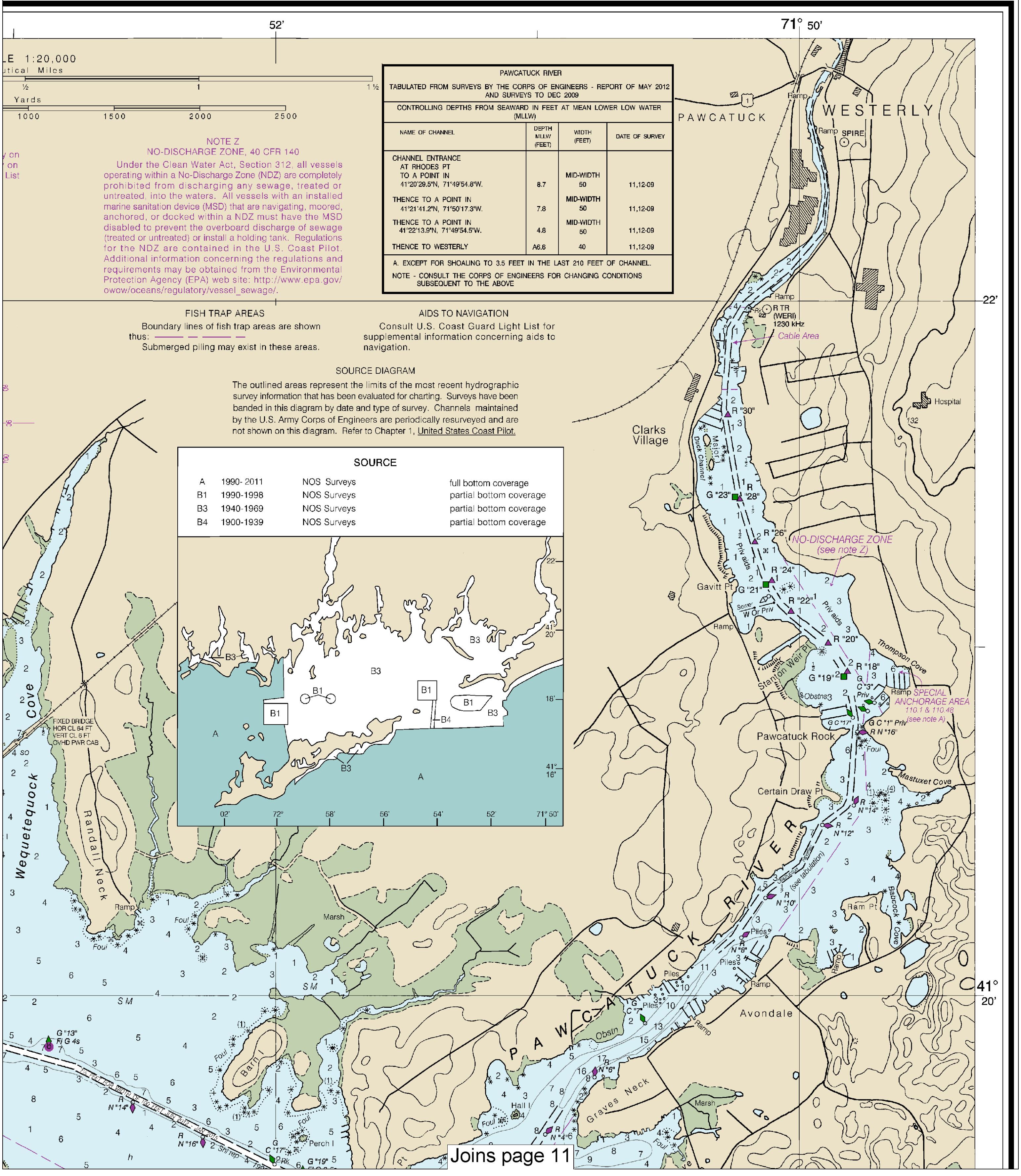
Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



PAWCATUCK RIVER			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2012 AND SURVEYS TO DEC 2009			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
CHANNEL ENTRANCE AT RHODES PT TO A POINT IN 41°20'29.5"N, 71°49'54.8"W.	8.7	MID-WIDTH 50	11,12-09
THENCE TO A POINT IN 41°21'41.2"N, 71°50'17.3"W.	7.8	MID-WIDTH 50	11,12-09
THENCE TO A POINT IN 41°22'13.9"N, 71°49'54.5"W.	4.8	MID-WIDTH 50	11,12-09
THENCE TO WESTERLY	A6.6	40	11,12-09

A. EXCEPT FOR SHOALING TO 3.5 FEET IN THE LAST 210 FEET OF CHANNEL.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: ——— — — ——— —
Submerged piling may exist in these areas.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SOURCE DIAGRAM

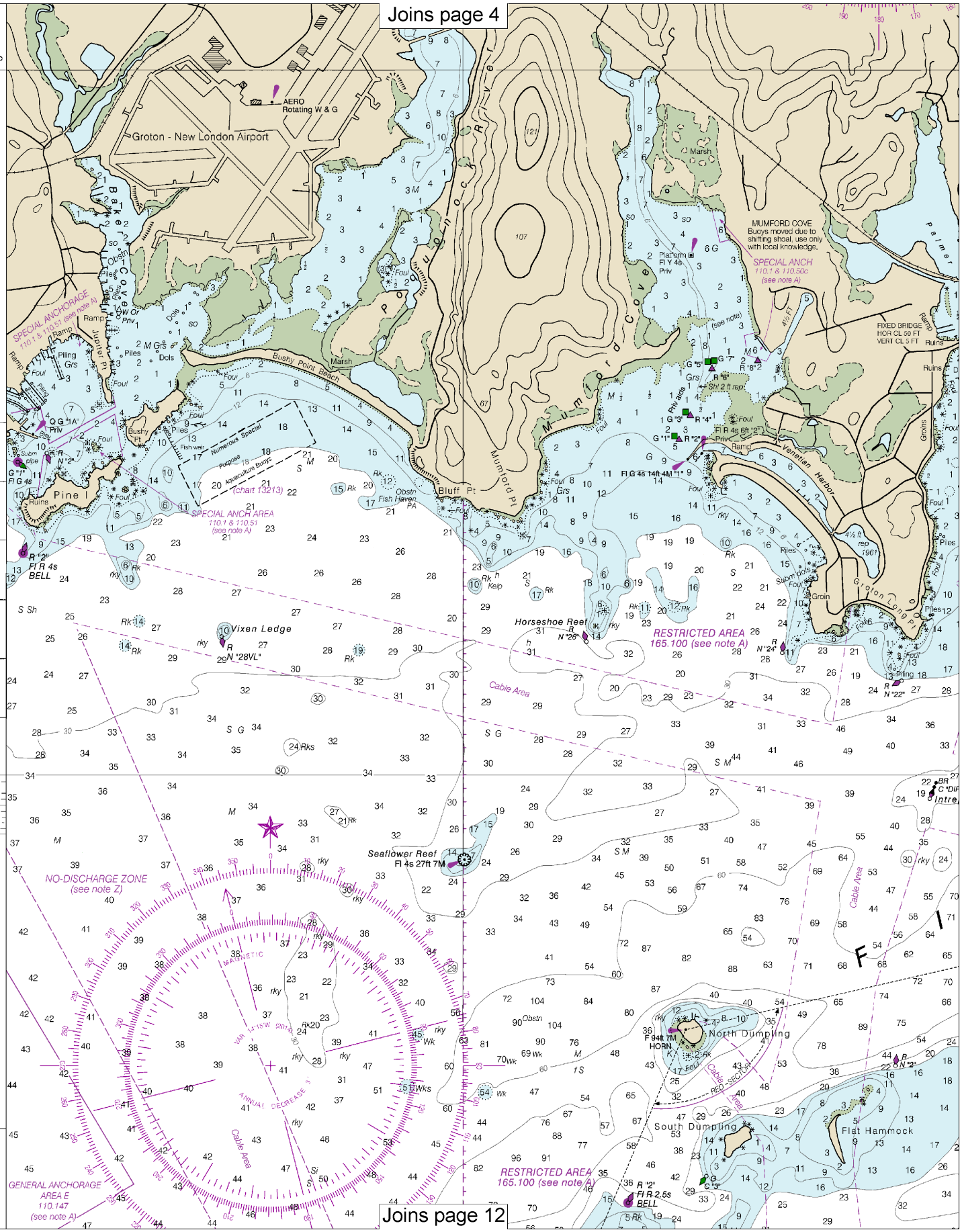
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990- 2011	NOS Surveys	full bottom coverage
B1	1990-1998	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

Last Correction: 6/2/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

Joins page 4



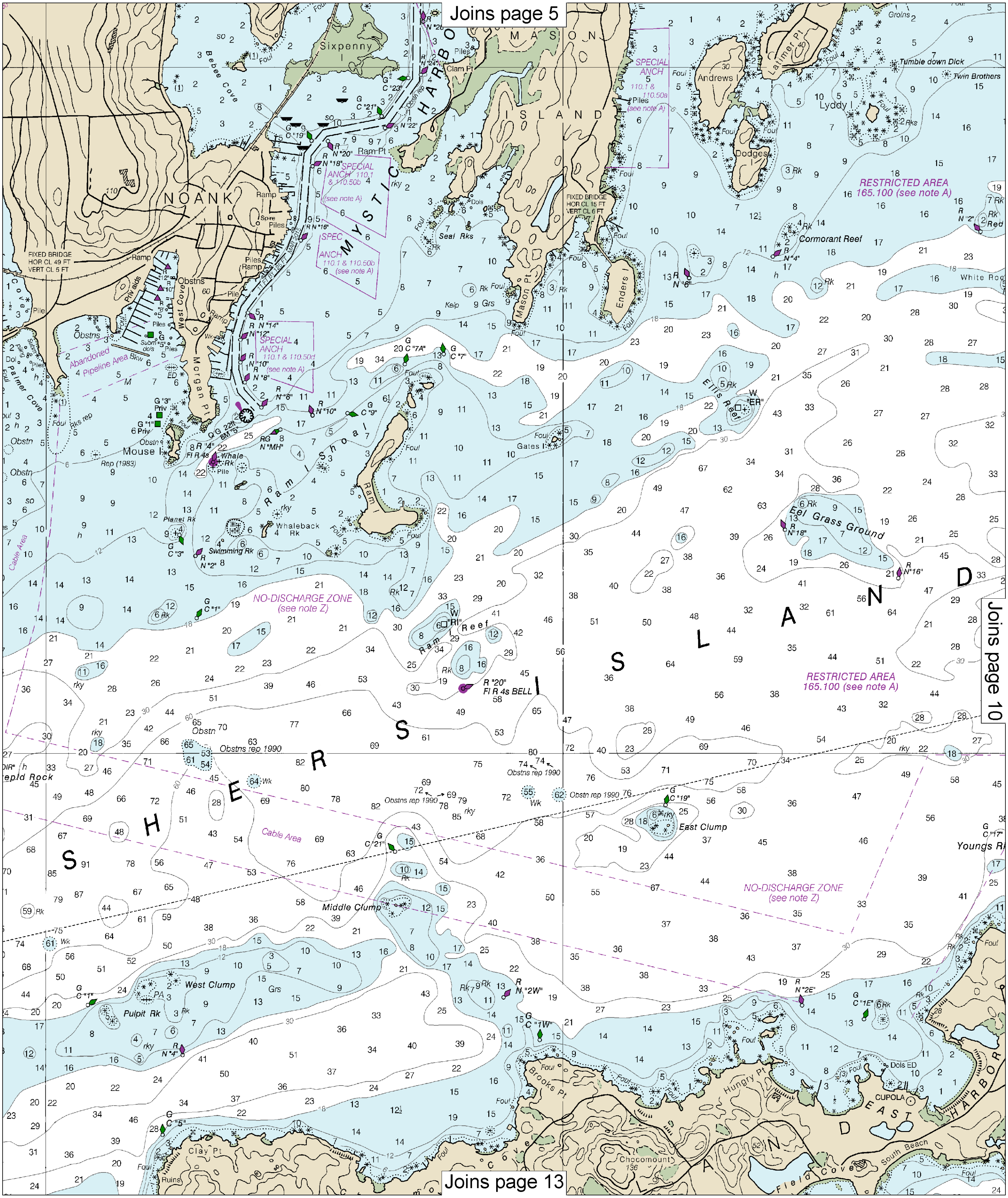
Joins page 12

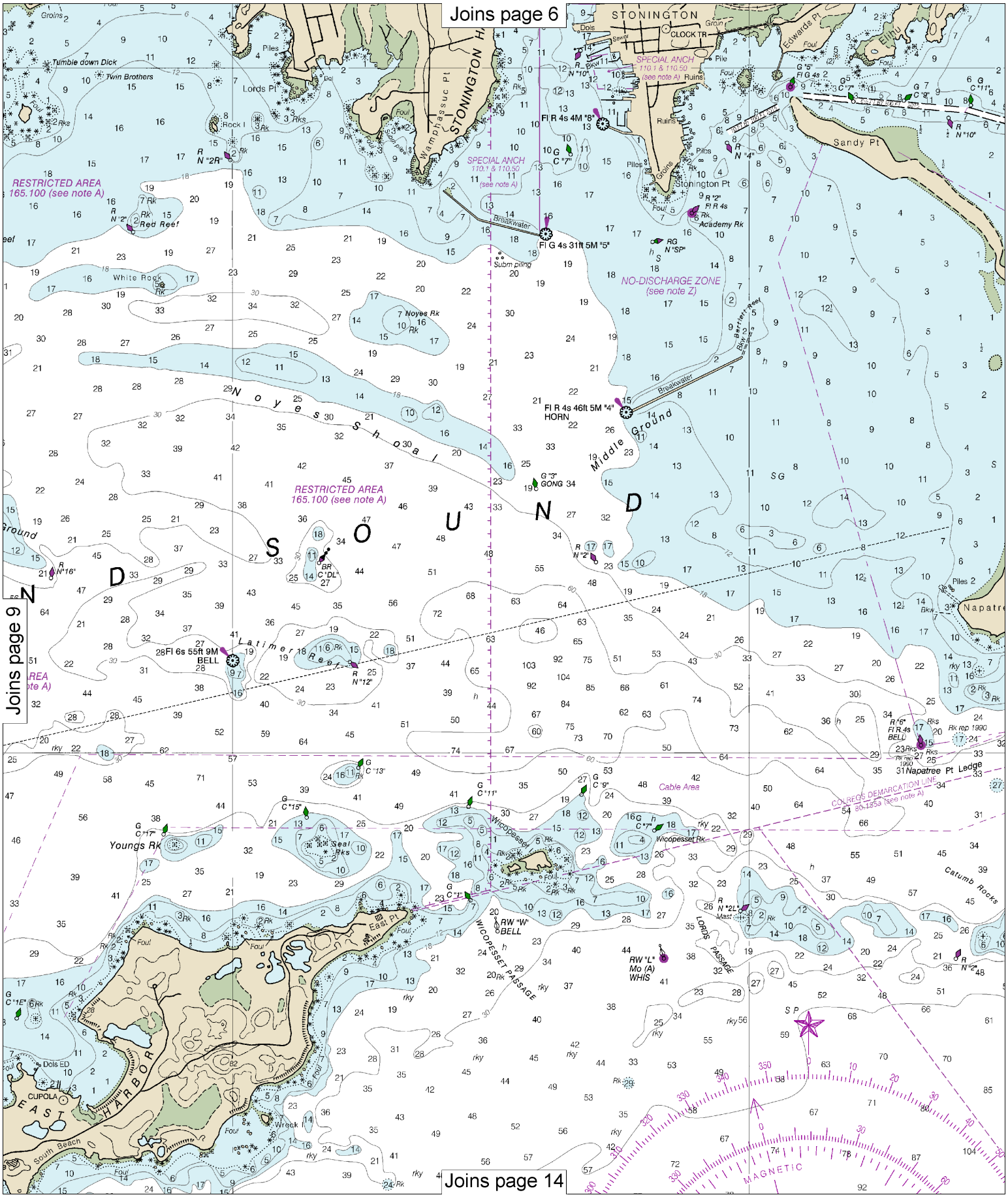
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 5
Joins page 10
Joins page 13
NOANK
MYSTIC HARBOR
MASON ISLAND
Sixpenny I
Clam Pt
Ram Pt
Bebee Cove
West Cove
Morgan Pt
Mouse I
Palmer Cove
Andrews I
Lyddy I
Dodges I
Latimer Pt
Tumble down Dick
Twin Brothers
Cormorant Reef
Seal Rks
Mason Pt
Enders I
Gates I
Ellis Reef
Ram I Shoal
Ram I
Ram I Reef
Whaleback Rk
Swimming Rk
Planet Rk
Whale Rk
Eel Grass Ground
White Rock
RESTRICTED AREA 165.100 (see note A)
SPECIAL ANCH 110.1 & 110.50a (see note A)
SPECIAL ANCH 110.1 & 110.50b (see note A)
SPEC ANCH 110.1 & 110.50b (see note A)
SPECIAL ANCH 110.1 & 110.50d (see note A)
NO-DISCHARGE ZONE (see note Z)
FIXED BRIDGE HOR CL 49 FT VERT CL 5 FT
FIXED BRIDGE HOR CL 15 FT VERT CL 6 FT
Abandoned Pipeline Area
Cable Area
FISHERS ISLAND SOUND
Obstns rep 1990
Middle Clump
East Clump
West Clump
Pulpit Rk
Youngs Rk
Clay Pt
Brooks Pt
Hungry Pt
Chocomount
EAST HARBOR
FISHERS ISLAND
Fields Cove
South Beach
CUPOLA
R "20" Fl R 4s BELL

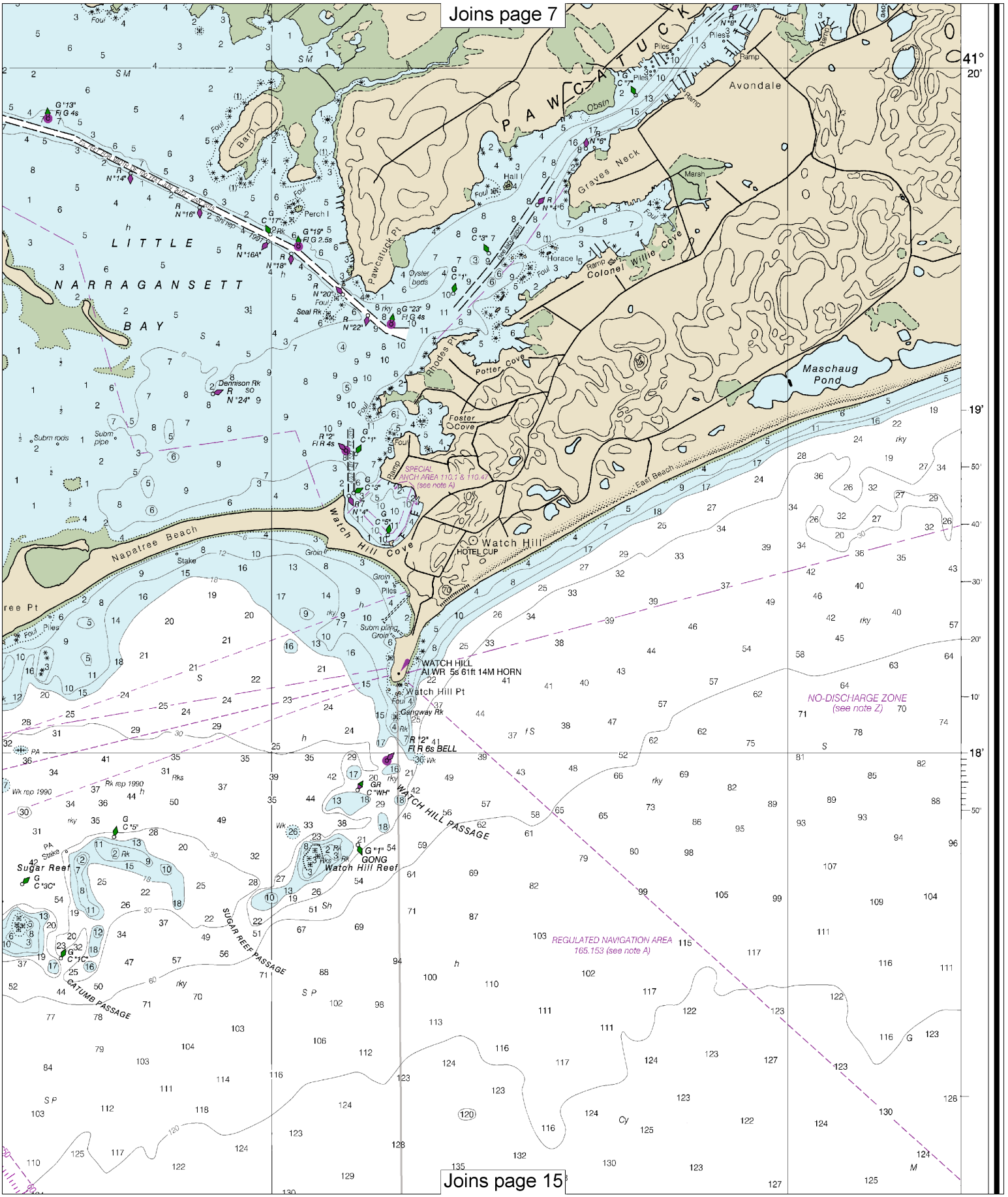


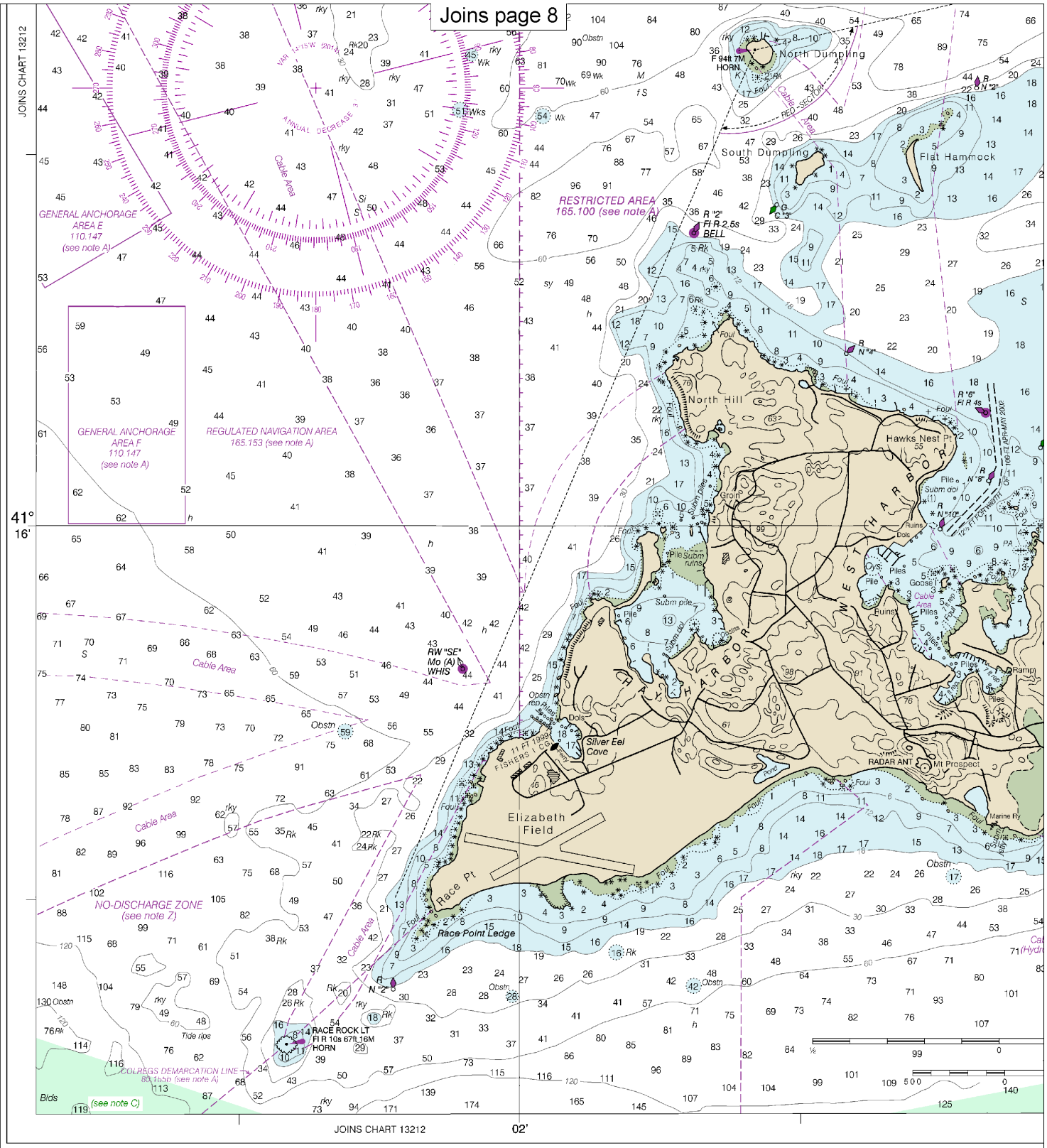
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 7
PAWCATUCK
Avondale
Graves Neck
Marsh
Hall I
Foul
Barn I
Perch I
LITTLE
NARRAGANSETT
BAY
Pawcatuck Pt
Oyster beds
Horace I
Colonel Willie Cove
Rhodes Pt
Potter Cove
Maschaug Pond
Foster Cove
Dennison Rk
Seal Rk
Subm rocks
Subm pipe
Napatree Beach
Watch Hill Cove
Watch Hill
HOTEL CUP
East Beach
SPECIAL ANCH AREA 110.1 & 110.47 (see note A)
WATCH HILL
Al WR 5s 61ft 14M HORN
Watch Hill Pt
Gangway Rk
R "2" Fl R 6s BELL
WATCH HILL PASSAGE
Watch Hill Reef
GONG
Sugar Reef
SUGAR REEF PASSAGE
CATUMB PASSAGE
NO-DISCHARGE ZONE (see note Z)
REGULATED NAVIGATION AREA 165.153 (see note A)
Joins page 15
41° 20'
19'
18'
50'
40'
30'
20'
10'



30th Ed., Feb. 2014

13214

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies o about this chart at http://www.nauticalcharts.noaa.gov/staff/conta

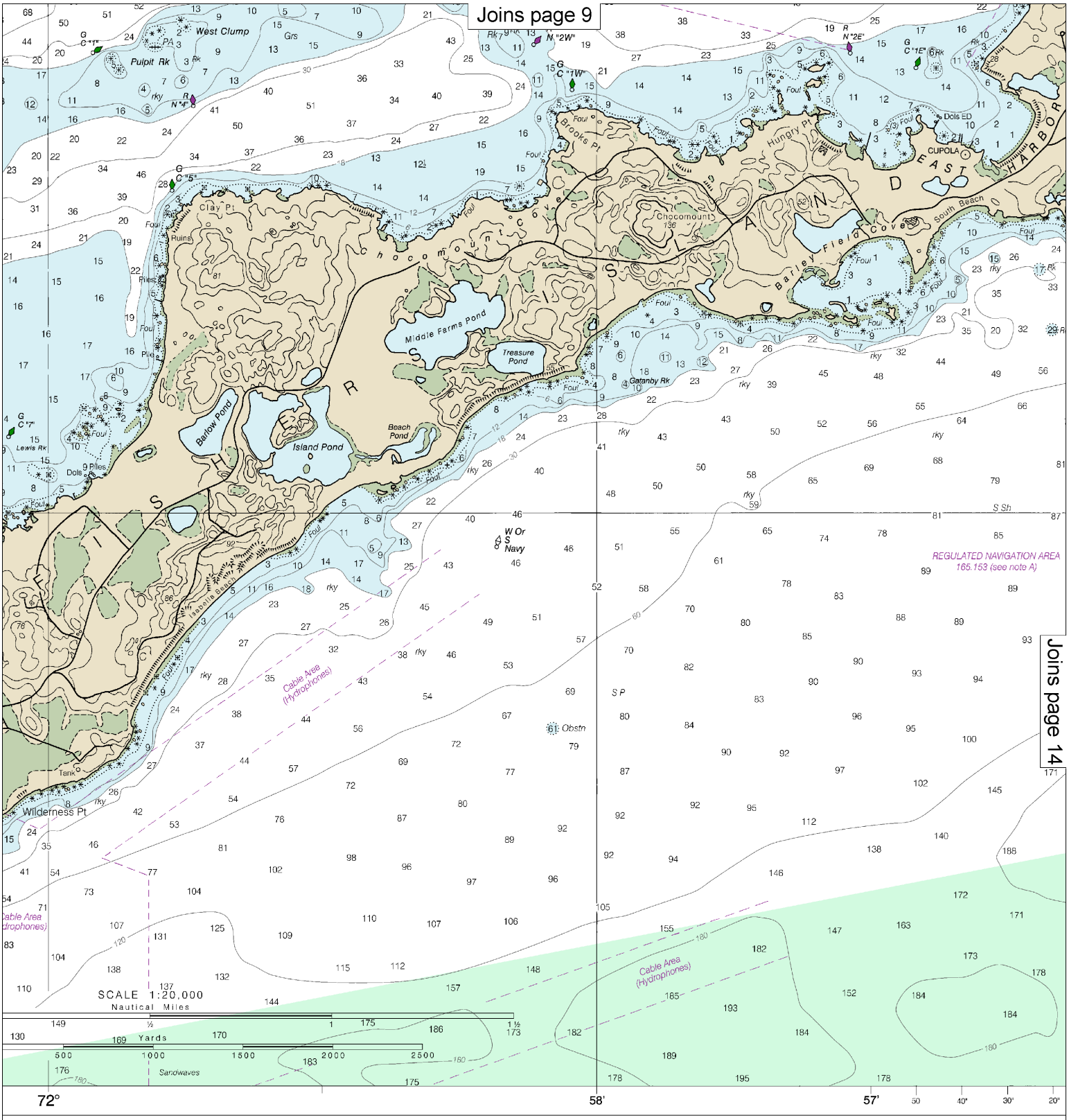
Last Correction: 6/2/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



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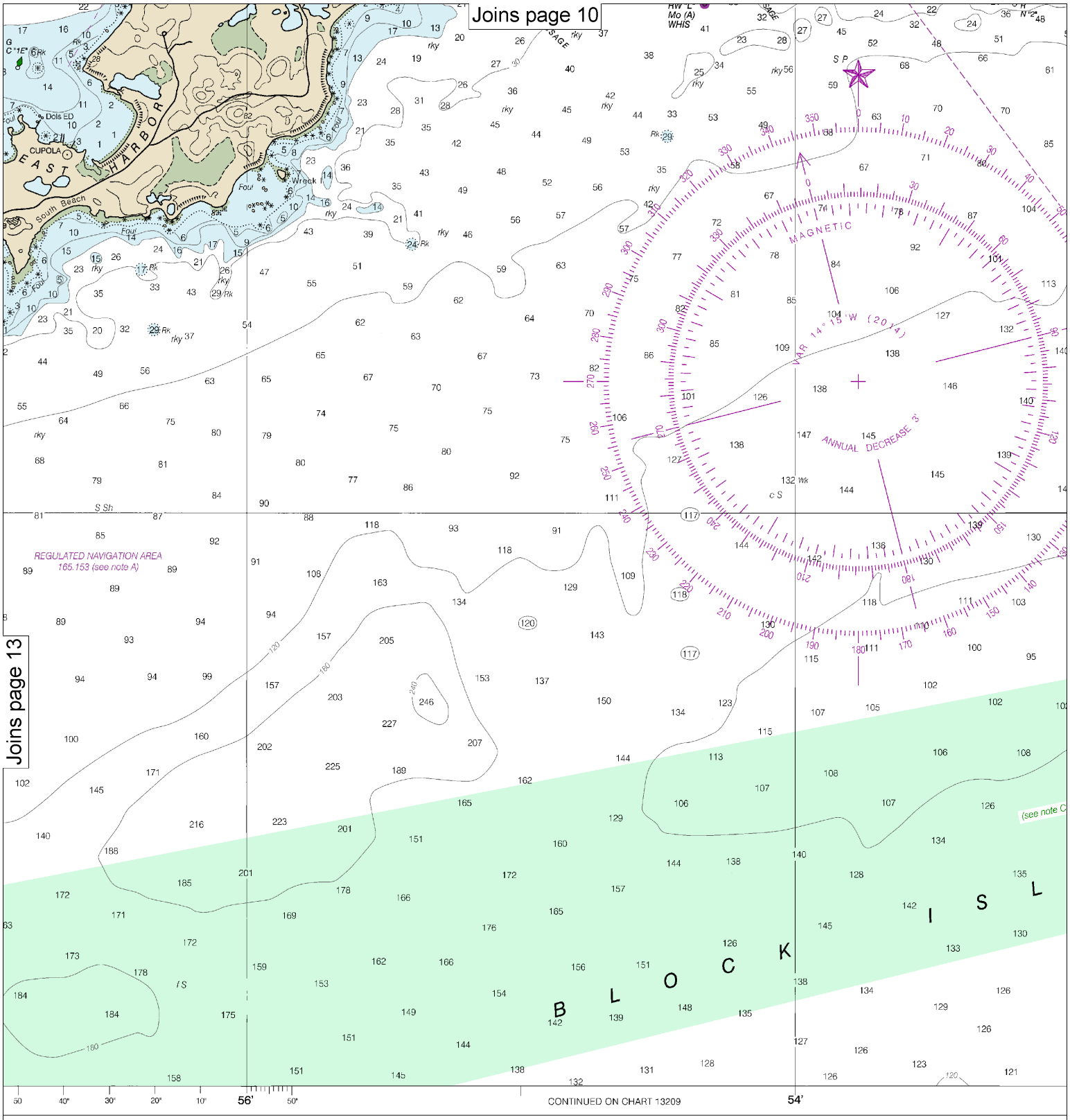
COAST SURVEY



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SOUNDINGS IN FEET

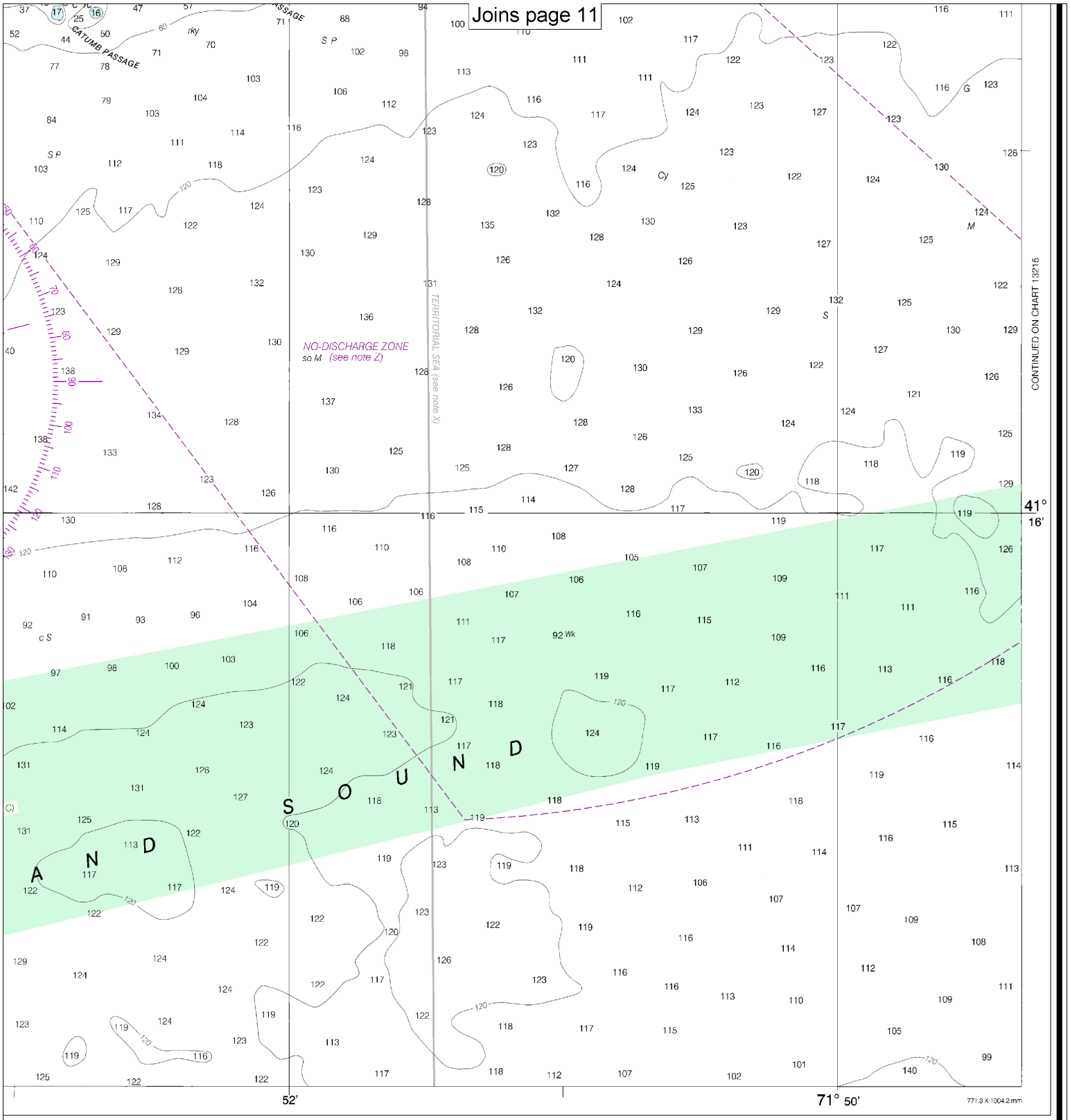
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Fishers Island Sound

SOUNDINGS IN FEET - SCALE 1:20,000

13214

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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